

Amendments to the Specification

Please replace the paragraph beginning at page 10, line 11, with the following rewritten paragraph:

The figures illustrate a combination for the installation of anti-slip studs in vehicle tires. For this purpose, the combination includes first of all an air-filled vehicle tire 40, provided with a tread 41 that has a rolling surface 42; in said tire tread, there are installed anti-slip studs 20 constituting an outer head 31 and an inner head 37 32. The inner head of the stud 20 is provided with a bottom flange 22, and the outer head is provided with a top bowl 21, and between these two there is arranged, preferably but not necessarily, a neck portion 23 that is narrower than both the top bowl and the bottom flange. In average, the diameters of the neck portion 23 are not more than 90%, preferably not more than 85% of the diameters of the top bowl 21 or the bottom flange 22, i.e. of the smaller of these two, in directions perpendicular to the stud center line. In case the anti-slip stud is not provided with a neck portion, the top bowl extends, being at least nearly homogeneous in thickness, from the bottom flange 22 to the outer head 31. When the stud is installed in the tread, its bottom flange in the tread is positioned deeper, further from the rolling surface, and the top bowl is positioned nearer to the rolling surface 42. Said anti-slip studs have a stud length L_T , a stud center line 30 parallel to said stud length, as well as a cross-sectional shape perpendicular to said stud center line, which cross-sectional shape, at least in one portion L_P of the stud length, essentially deviates from circular. Further, the combination comprises an installation tool 1, by which said anti-slip studs are installed in said tread.